Cottonwood Heights

Weekly Update for
April 23-29, 2017

City Manager

1. Attended, promoted and photographed Shakeout exercise on April 22.
2. Finished proofing May newsletter, arranged for home delivery on May 1.
3. Attended executive staff meeting to plan for future newsletters.
4. Compiling content for June newsletter, with emphasis on BVDays ad and promotion, along with promotion for Annie musical
5. Making final preparations for hosting Utah PIO Association quarterly meeting at City Hall on May 3rd.

Administrative Services

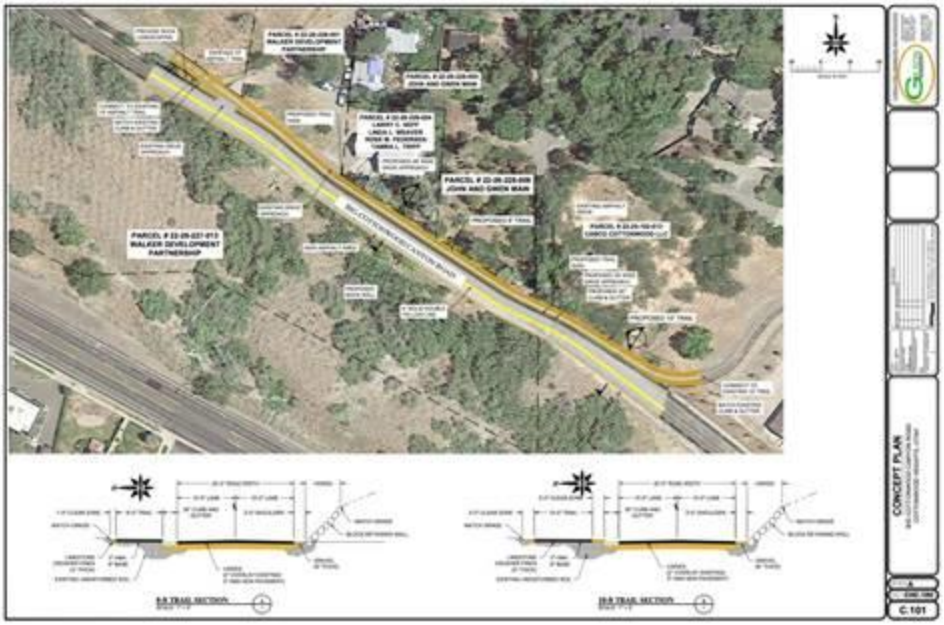
1. Preparations for Butlerville Days continue with contract approvals, advertising, etc.
2. Tryouts for the play Annie are underway with the Arts Council.
3. Public Works and Emergency Management staff continue to monitor the creek for flooding.

Community and Economic Development

1. The Architectural Review Commission met on April 26 to review plans for a new Starbucks on Highland Drive and a new Chase Bank on 1300 East.
2. Staff met with planners from GSBS Architects to discuss an affordable housing study for Cottonwood Heights.
3. Staff attended a presentation by civil engineering students at the U about the "3 Ts" of Big Cottonwood Canyon (Traffic, Trails, & Toilets).
4. Mike was in Emmetsburg, MD this week for FEMA Emergency Management Training.

Engineering

1) Engineering submitted a $250,000 dollar **CATNIP** application for the gap trail in front of the existing homes on Big Cottonwood Canyon Road. If approved, the **CATNIP** money and the **TAP** money will allow the city to complete a BCC roadway realignment project that will provide for a 8-10 foot wide trail along the existing homes.



2) We have submitted two **Recreational Trails Program** grant to the Division of Natural Resources. These grants can be up to $100,000 with a local match of at least 50%

   - Project #1: BCC Connection Trail from Park & Ride to BCC Trail
   - Project #2: Resurface entire Big Cottonwood Canyon Trail from Holladay City to Big Cottonwood Canyon.

3) Engineering attended a University of Utah engineering study that recommends a number of technical solutions to solve the people problem in Big Cottonwood Canyon. The study recommended a variable toll depending on how many users are in the canyon.

The proposed toll would top off at $12.50 per vehicle. Also, students recommended free, year round UTA bus service to encourage user ship in the canyon.

One of our Engineers was quoted praising the study in the KSL news report. "Afterward, an engineer who said he attended on behalf of Cottonwood Heights praised Study. "There is great interest in what you have done," Jim Milligan."

The hyperlink to the article can be found here: **goo.gl/72oUhv**

Yellowstone – 2.2 million acres, 4 million visitors per year
Big Cottonwood Canyon – Only 32,000 acres, 3 million visitors per year (by 2040).

BCC is **1% of Yellowstone's size with 75% of the visitation**.

Traffic increases 7% per year.

The maximum capacity is around 12,000 vpd, based on a Level of Service E. Much more, the flow breaks down and becomes less efficient.

Capacity is 12,000. Labor Day was nearly 14,000.

As a solution to the increased demand, the U of U proposes a toll system, not to generate money to pay for the road, but to manage the congestion. Many industries use price to manage demand. If it operates 7 days a week it will generate $4.48 million. (no fee for employees, residents, season pass holders).

The U of U recommends having parking enforcement throughout the canyon, ideally through a 3rd party. Adding parking striping to donut falls will add 20% capacity. They proposed a plan (same plan that we developed as part of the BCC Trail ramp) to restripe the park and ride lot at the base of the canyon.

Parking fees were proposed. With 2800 stalls in the canyon, this would generate $6 million a year.

Increase the number of bus stop locations and add a stop at the S-curve for summer demand.

Parking lot expansion will reduce parking on the road, enhancing safety.

Install a lighted crosswalk at the S-curve.

Summer bus service allows more people to use the canyon without a personal vehicle.

5 crashes per year per mile.

A high impact model was suggested that uses variable tolling rates (as high as $11.50 during peak hour) and extended bus service. It also included a bypass path for cyclists and pedestrians to avoid the S-curve altogether.

A low impact model includes e-striping the parking ways along the S-curve, as well as a dedicated pedestrian path, electronic speed indicators, convex mirrors at blind corners and barricades for non-vehicular traffic. Implement an 'Adopt a Trail' program. Another model included the use of portable restrooms throughout the canyon to monitor areas in high demand.

A medium impact model is using geofoam to expand the roadway to accommodate a dedicated bicycle lane and pedestrian path. It also included a plan to expand facilities at high use trailheads.

Safety Moment – Eye Protection

Eye protection is on my mind today because of what I recently did. I was spraying some kitchen cleaner over my head and didn't want to get my glasses dirty. It was after I finished that I realized cleaning my glasses would have been a whole lot easier than trying to get cleaning agent out of my eyes. Fortunately, I didn't have to suffer any consequences from my poor choice.

It's easy to forget the many ways we put our eyes in jeapordy every day with flying particles, sun, and even too much air. Whether it is wearing sunglasses when we are outside or driving in the car, or slipping on a pair of safety glasses (if we don't have to wear them to see already) when we are spraying chemicals, compressed air, working with tools, etc., keeping our eyes protected is easy to overlook unless we stop and think what the world would be like without our vision.

Photos

Figure 1 - 3000 East is ready for paving Monday morning (photo courtesy of Mike Allen)

Figure 2- Progress continues at the future access road to the UDOT and City yards on 3000 East

Figure 3 - The UDOT shop footings are being formed. The building floor will be about 3' above this level

Figure 4 - This is the beginning of the truck washout bay at the City Shop area

Figure 5 - Looking to the west from the public works offices towards the access road

Figure 6 - Overhead view of the UDOT property

Figure 7 - Overhead view of the City Shop property

Figure 8 - Trenching work for subdivision utilities on the hill above Benecia Dr. and Hollow Mill Dr. This is not work for the faint of heart!